

Your Questions Answered

About Eurovia Roadstone

Eurovia Roadstone is the asphalt production division of Eurovia in the UK, operating out of various locations in the UK. Eurovia is an expert in the production of asphalt in the UK and right across Europe where it has become the largest asphalt producer.

What is Asphalt?

Asphalt is a mixture of aggregates and bitumen used for constructing and maintaining all kinds of roads, footpaths and parking areas as well as recreational sport areas.

Why is Eurovia Roadstone proposing an Asphalt Plant on the Island?

We are proposing a very modern low emission asphalt plant designed to achieve the highest quality of asphalt material. Eurovia Roadstone has an agreement to supply the Highways PFI with specialist asphalt materials designed to ensure long life surfacing solutions that will meet the exacting requirements stipulated by the Isle of Wight Council.

Additionally in the long term we will also be able to supply competitively priced, high quality, asphalt materials to other customers across the Island. We have considered the needs of the Isle of Wight Highways PFI contract with a fresh eye as it demands very high performance products, service lives and end performance. We strongly believe our proposal is the most sustainable future option for the Island, the wharf and in particular the Highways PFI.

This plant will provide significant inward investment to the Isle of Wight, and permit much needed investment in the working wharf on the Island.

Medina Wharf

Asphalt Plant

Q. Why can't you use the existing Bardon Vectis site at St Georges Down?

- A.** Although the existing facility at St Georges Down currently supplies asphalt material on the Island, it is an old plant and would not be able to supply the specialist high quality materials that have been designed specifically for the Isle of Wight Highways PFI.

We are aware that Bardon Vectis has now submitted a Planning application for a replacement plant but the PFI has such strict performance and operational requirements that the Eurovia plant will need to be focussed on the high performance requirements of the Highways PFI, particularly in the early years of the contract. This would allow Bardon Vectis to concentrate on supplying their existing customers on the island whilst the major PFI works are underway.

Q. Why haven't the Highways PFI entered into discussions with the owners of Bardon Vectis?

- A.** We had discussions with Aggregate Industries (the owners of Bardon Vectis) at the outset of the Tender process but they made a decision to be part of another bidding Consortia.

Through the various stages of the PFI Tender process, it became evident that the pavement strategy demanded very high performance asphalt products and various recycling techniques. As a direct consequence, this dictated that there would be a need for a new specialist asphalt plant created on the Island to deliver these types of products.

We are now aware that Aggregate Industries are seeking new planning permission for a replacement to their existing facility and they have stated that they believe there is scope for two facilities on the island.

Health & Safety Concerns

Q. Is Tar and/or Bitumen known to contain cancer causing components?

- A.** Tar is not used in asphalt production today although historically it was part of the tarmacadam process, which was phased out in the 1980's.

Asphalt does use a proportion of Bitumen in the mix. Bitumen had its International Agency for Research on Cancer (part of the World Health Organisation) classification changed to '2B' in October 2011, which states "the agent is possibly carcinogenic to humans", particularly in workforce who are directly exposed to hot Bitumen fumes or direct contact with hot Bitumen based products. Where appropriate, personal protection measures have been deployed.

This is the reason that our UK industry has various production and operational controls aimed at minimising and mitigating any potential risks in both the use of hot products, the products themselves and the various production and laying processes.

Wherever possible we will use Low Energy Asphalts to further reduce the level of fumes associated with these products.

Smell

Q. Isn't this process going to cast a stench over the whole Island?

- A.** The asphalt manufacturing process does not produce any unusual odorous emissions. Pungent odours only occur by over heating Bitumen. We avoid this by strict process controls: Our plants, like all UK asphalt plants, are subject to regular third party air quality monitoring.

Dust

Q. Will there be dust from the plant?

- A.** Only a small proportion of materials handled at a production facility, rather than at a quarry have the potential to cause dust.

Our manufacturing process will be contained within an encapsulated building. All fine aggregates will be stored under cover, additional dust suppression methods will be employed, and we will ensure best practice for any activities outside of the production plant. There will also be an eight metre high boundary around the site.

Q. Will an increase in activity at the wharf give rise to dust issues?

- A.** We will work closely with the wharf operators to ensure that our aggregate imports are handled in a manner to minimise any potential problems.

We will employ various dust suppression techniques at our production facility and we will work with the owners of the wharf to help to minimise dust issues from other activities at Medina wharf.

Q. Who will monitor the dust emissions?

- A.** All activities within our site will be subject to independent third party monitoring and the consultants will provide the results to the Isle of Wight Council.

Q. What about dust from the crusher?

- A.** As part of the process, aggregates going through the crusher are wetted first to minimise dust, then the crushing process itself is fitted with further suppression equipment to control any emissions.

Noise

Q. Why is it necessary for the plant to operate 24 hours, 365 days of the year?

- A. We do not intend to operate 24 hours a day, all year-round, but we do need the flexibility to satisfy the terms of the Highways PFI contract, as stipulated by the Isle of Wight Council and to minimise disruption to residents and tourists on the Island, so we applied for the maximum available working hours.

We would like to reassure residents that materials will only be transported from the wharf to the plant between the hours 07.00 - 19.00 Monday to Friday and between the hours of 07.00 - 13.00 on Saturdays. Crushing operations will be restricted to the hours of 08.00 to 17.00 Monday to Friday only.

Q. Will the plant be noisy - and if so, how noisy?

- A. The plant is a highly specified asphalt plant and will use the most modern and quietest equipment available.

We have included a lot of environmental enhancements to the plant which include:

- Combined high bank and acoustic fence (total eight metres) specially designed to keep noise levels to the lowest level possible
- Lining the plant building with noise absorbing material
- Noise bunds on three sides
- Camouflaging including the planting of trees to minimise the visual impact.

The plant design and some additional measures will also stop the noise from travelling across the water.

Other

Q. What about the traffic flow in and out of the Medina wharf?

- A. Medina wharf is the last active multi-purpose wharf on the Island. Today marine and dry stone aggregates are landed through the wharf, along with other commodities for onward distribution by road on the Island.

Our production facility at Medina wharf will have road movements associated with the delivery of asphalt and the removal of materials for recycling as part of the Highways PFI.

We have made commitments to the Isle of Wight Council, with respect to the carbon impact of our operations on the Highways PFI. We will invest in new low emission vehicles to the latest European standard that will support the carbon requirements of the Highways PFI.

The level of vehicle movements will remain the same, regardless of whether asphalt are produced on this site, as the aggregates would still be landed at Medina and hauled by road to another location on the Island.

Other (continued)

Q. Do you have procedures in place in case of emergency?

- A. Health & safety is of paramount importance so that we can protect our employees and the communities in which we operate.

We have strict, tried and tested operational procedures in place at our existing asphalt plants. We will work with the relative authorities and communities to ensure these processes are put in place at Medina Wharf.

Q. What happens if you have an environmental disaster with bitumen leaking into the water system?

- A. The riverward side of our site will be protected by an eight metre high boundary bund. In the very unlikely event of a Bitumen leak the bund would contain any spillage.

Bitumen only remains in a liquid state when it is heated. When exposed to air, the liquid cools and quickly becomes solid.

Q. How will this Asphalt Plant impact upon the important leisure and tourism on the Island?

- A. We were directed by the Isle of Wight Council to the available commercial and industrial development areas available upon the Island.

Medina is the only active commercial wharf remaining on the Isle of Wight. We believe the wharf is a vital asset for the future sustainability of the Island and as such must be retained to ensure the viability of all types of shipped import and exports from the Island.

We naturally recognise the importance of the leisure and tourism industry to the Island which is one of the reasons we have made the site discrete and within one of the very few areas left for commercial and industrial use on the Island.

Q. How many vessels will now be coming into the wharf and how will we navigate the busy estuary?

- A. Historically, both banks of the Medina had various commercial wharfs for oil, diesel, petrol and various other commodities. We are aware that certain commercial activity has reduced over time and leisure and recreational activity has increased.

As previously mentioned, Medina is the last active wharf on the Island for commercial activities. The Highways PFI will require high performance dry stone aggregates as demanded by the high specification which will need to be imported into the Island.

However, overall we do not see a significant increase in commercial shipping in the estuary. Our vessels will be subject to the usual control measures and pilotage requirements and we will not increase the size of the vessels importing aggregates currently.

Artist impression Viewpoint from Medina View



We will be living and working on the Island for at least the next 25 years, and we want to make sure our relationship with residents, businesses and visitors is a positive one. We will be employing local people, and working hard to make sure the Highways PFI contract is a success for all concerned and leads to greater inward investment and tourism for the Isle of Wight that benefits the whole community.

For more information, please visit:

www.euroviaroadstone.co.uk